



THE NEW

747-8

FREIGHTER

# 747-8 FREIGHTER: BREAKTHROUGH EFFICIENCY

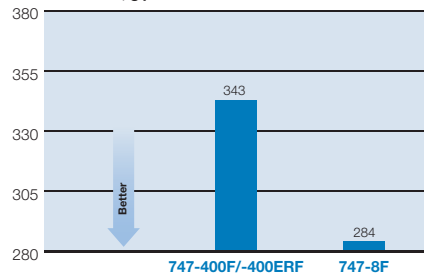
Relative to the 747-400F, the new 747-8F combines equivalent trip costs with 16 percent lower tonne-kilometer costs. Building on the 747's worldwide success, this advanced airplane lets cargo operators choose between carrying greater revenue payload—up to 21 tonnes (23 tons) more than the 747-400F—or flying up to 1,000 nmi farther in markets where cargo density demands are lower. No other freighter is so capable and economical.

Advanced aerodynamics and systems, 787 Dreamliner-technology engines, and increased use of advanced alloys and composite materials combine with the 747's market-proven strengths and configuration to create the most capable freighter yet. The 747-8F fits into the global infrastructure used by all 747 freighters, which carry about half the world's air cargo. Further reducing risks and increasing rewards, this new airplane shares the same pilot type rating and uses the same ground-support equipment as its predecessor.

Emissions are well below current limits. Structural, aerodynamic, and propulsion efficiency yield a remarkable 17 percent improvement in fuel use and carbon dioxide emissions relative to the 747-400F. The new 747-8F is exceptionally quiet with noise levels well below ICAO Chapter 4 standards. It is classified as category QC2 for takeoff at Heathrow Airport.

## ENVIRONMENTAL PERFORMANCE

Carbon dioxide, g per tonne-km



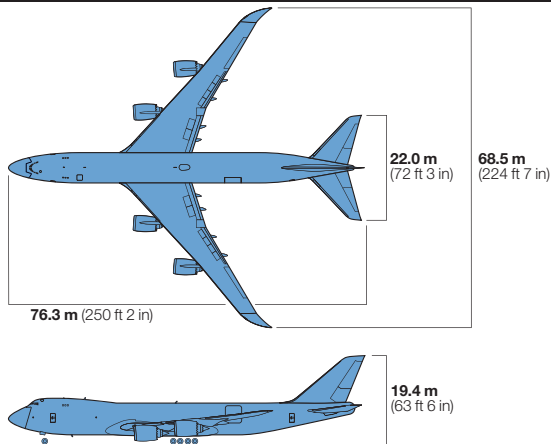
- 3,000-nmi (5,555-km) trip
- Typical mission rules
- Maximum revenue payload

## RANGE CAPABILITY



- Maximum revenue payload
- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included

## DIMENSIONS



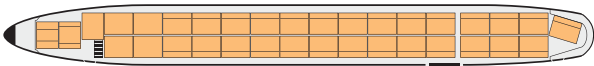
## INTERIOR ARRANGEMENTS

### Upper Deck



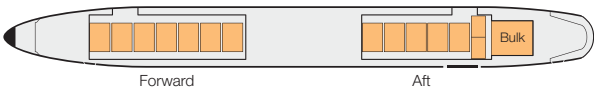
### Main Deck

- Thirty-four 96- x 125-in pallets, including 27 10-ft (3.0-m) high units
- 692.7-m<sup>3</sup> (24,462-ft<sup>3</sup>) volume capacity



### Lower Hold

- Twelve 96- x 125-in pallets and 2 LD-1 containers or 38 LD-1 containers
- 150.9-m<sup>3</sup> (5,330-ft<sup>3</sup>) volume capacity
- 14.5-m<sup>3</sup> (520-ft<sup>3</sup>) of bulk (excluded from total volume)



## CHARACTERISTICS

747-8 Freighter		
Maximum taxi weight	kg (lb)	443,610 (978,000)
Maximum takeoff weight	kg (lb)	442,250 (975,000)
Maximum landing weight	kg (lb)	344,280 (759,000)
Maximum zero fuel weight	kg (lb)	326,130 (719,000)
Fuel capacity	L (U.S. gal)	229,980 (60,755)
Fuel consumed <sup>[1]</sup>	Liters per tonne-100 km	11.2
Design range <sup>[2]</sup>	nmi	4,390
Maximum structural payload <sup>[3]</sup>	kg (lb)	140,280 (309,280)
Maximum revenue payload <sup>[4]</sup>	kg (lb)	133,900 (295,200)
Cargo volume: Main deck	m <sup>3</sup> (ft <sup>3</sup> )	692.7 (24,462)
Lower hold	m <sup>3</sup> (ft <sup>3</sup> )	150.9 (5,330)
Total	m <sup>3</sup> (ft <sup>3</sup> )	843.6 (29,792)

<sup>[1]</sup> 3,000-nmi (5,555-km) trip

<sup>[2]</sup> Range at maximum revenue payload

<sup>[3]</sup> Structural payload includes tare weight

<sup>[4]</sup> Structural payload less 6,385-kg (14,080-lb) tare weight allowance





## **Boeing Commercial Airplanes**

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